

CHINA



MAIL.

Established February, 1845.

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HONGKONG, MONDAY, JUNE 26, 1876.

日五初月五閏年子丙

Price, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. AGAR, 8, Clement's Lane, Lombard Street. GEORGE STREET, 30, Cornhill. GORDON & GUTHRIE, Ludgate Circus. R. C. BATES, HENDY & Co., 4, Old Jewry, E.C. SAMUEL DRACON & Co., 150 & 151, Leadenhall Street. NEW YORK.—ANDREW WILD, 139, Nassau Street. AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GUTHRIE, Melbourne and Sydney. SAN FRANCISCO and American Ports generally.—BRAN & BLACK, San Francisco. CHINA.—SWANSON, QUELON & CAMPBELL, Amoy, WILSON, NICHOLLS & Co., Foochow, HEDDERLEY & Co., Shanghai, LANE, CRAWFORD & Co., and KELLY & Co., Manila. C. HUNTER & Co., Macao, L. A. DA GRAÇA.

Banks.

COMPTOIR D'ESCOMPTE DE PARIS. INCORPORATED BY NATIONAL DECREE OF 7TH AND 8TH MARCH, 1848. BY IMPERIAL DECREE OF 25TH JULY, 1854, AND 31ST DECEMBER, 1866.

Recognized by the INTERNATIONAL CONVENTION OF 30TH APRIL, 1862.

PAID-UP CAPITAL, 80,000,000 3,200,000
RESERVE FUND, 20,000,000 800,000
HEAD OFFICE.—14, Rue Bergère, Paris.
LONDON AGENT.—144, Leadenhall St., E.C.
AGENCIES.—At Nantes, Lyons, Marseilles, Brussels, Bombay, Calcutta, St. Denis (Ile de la Réunion), Hongkong, Shanghai and Yokohama.
LONDON BANKERS.—Bank of England, Union Bank of London.

HONGKONG AGENCY.

INTEREST ALLOWED.
ON Current Deposit Account at the rate of 2 per cent. per annum on the monthly minimum balances, and on Fixed Deposits at rates which may be ascertained at the offices.
CHR. DE GUIGNÉ, Manager.
Offices in Hongkong: Bank Buildings, Queen's Road, Hongkong, May 14, 1876.

HONGKONG & SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL, 5,000,000 Dollars.
RESERVE FUND, 100,000 Dollars.

CHIEF OF DIRECTORS.
Chairman—E. R. BELLING, Esq.
Deputy Chairman—AD. ANDER, Esq.
J. F. CORDES, Esq. S. W. FOMEROY, Esq.
H. HOPKINS, Esq. F. D. SASSOON, Esq.
A. MOLVER, Esq.

CHIEF MANAGER.
James Greig, Esq.
Manager.
Shanghai. EWE CAMERON, Esq.
LONDON BANKERS.—London and County Bank.

HONGKONG.
INTEREST ALLOWED.
ON Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.
On Fixed Deposits:—
For 3 months, 2 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.
JAMES GREIG, Chief Manager.
Offices of the Corporation, No. 1, Queen's Road East, Hongkong, February 17, 1876.

For Sale.

FOR SALE.
CUTLER, PALMER & Co.'s Celebrated Brands of WINES and SPIRITS. Apply to SIEMSEN & Co. Hongkong, June 22, 1876.

FOR SALE.

200 Casks CLARET from BORDEAUX. Apply to LANDSTEIN & Co. Hongkong, March 10, 1876.

FOR SALE.—Nos. 1, 3, 5, 7, 9 and 11 Mosque Street. Nos. 1 and 3 Mosque Junction. Crown Rent, \$7.28 a year. Monthly Rental, \$110. Price for the lot, \$3,000 Nett. Taxes payable by tenants. Apply to J. D. HUMPHREYS, Hongkong Dispensary. Hongkong, June 16, 1876.

FOR SALE.
THE Fine British Steamer "PARADO," of about 768 Tons Register. Apply to MELOCHERS & Co., Agents. Hongkong, June 20, 1876.

For Sale.

SAYLE & Co.
WE beg to call special attention to our Show-room and Ladies' Outfitting Departments.

We are offering a fine assortment of Japanese Silks, which will wear well, at 65 cents per yard, worth \$1.
Summer Dresses:—
Satin Striped Poplins.
Figured Poplins.
Fancy and Plain Grenadines.
Black and Fancy Gauzes.
Fancy Silks. Black Silks.
Niagara Striped Muslins.
White Brilliantes.

A lot of Lace Goods at less than half price.

Made-up Wrappers and Costumes. Embroidered Skirts. Ladies' and Children's Under-clothing.

Straw Hats and Bonnets. Feathers and Flowers. Ladies' and Children's Hosiery.

Our Dressmaking Department is under the supervision of a Court Dressmaker.

Our Millinery Department is under the supervision of a West End Milliner.

SAYLE & Co., VICTORIA EXCHANGE, Queen's Road & Stanley Street.

Notices of Firms.

NOTICE.
I have this day authorized Mr J. Y. V. SHAW to sign my name per procuration.

A. MAO G. HEATON, Hongkong, January 1, 1876.

NOTICE.
WE have Established branches of our Firm at Haiphong and Hanoi. Mr E. CONSTANTIN is authorized to sign per procuration in Tonquin.

LANDSTEIN & Co. Hongkong, December 31, 1875.

NOTICE.
MR. THEOPHILUS GEE LINSTEAD is authorized to sign our Firm in Hongkong and Canton.

PURDON & Co. China, June 1, 1876.

NOTICE.
THE Undersigned has been appointed SURVEYOR to LLOYDS REGISTER at this Port.

R. H. CAIRNE, 1, Club Chambers, Hongkong, April 20, 1876.

NOTICE.
THE Undersigned have entered into Co-partnership from the First day of January, 1876, in the Business of Ship-brokers at this Port, under the style of MORRIS & RAY.

A. G. MORRIS, E. C. RAY, Bank Buildings, Hongkong, February 8, 1876.

Intimations.

NOTICE.
THE HONGKONG HOTEL COMPANY LIMITED.

THE CERTIFICATES of the SHARES Numbered 531/575 and 621/630 (inclusive) in this Company, standing in the Register in the name of Mr WILLIAM RUDOLPH LANDSTEIN, having been lost by him; Notice is hereby given that New Certificates for such Shares have been issued to the said WILLIAM RUDOLPH LANDSTEIN as such registered Proprietor of the Shares therein mentioned, and that the Original Certificates will hereafter be held by the Company as null and void.

Dated the 14th day of June, A.D., 1876.

By Order of the Directors, L. HAUSCHILD, Secretary.

NOTICE.
L. GOY, WATCHMAKER, No. 32, QUEEN'S ROAD, Undertakes any orders in this branch. He is also prepared to go to private Hong for the winding-up of Clocks. Hongkong, June 22, 1876.

HONGKONG, CANTON, AND MACAO STEAM-BOAT COMPANY, LIMITED.

FOR the convenience of travellers, the Steamer "POWAN" will leave HONGKONG at Noon on SATURDAYS, and MACAO at 7 a.m. on MONDAYS, commencing on Saturday Next, the 17th Instant. On other days the Hour of Departure from both places will be 9 a.m.

By Order, P. A. DA COSTA, Secretary. Hongkong, June 15, 1876.

Intimations.

THE MEDICAL HALL.

37, Queen's Road, Hongkong.

ESTABLISHED 1853.

TH. KOFFER, Proprietor.

Hongkong, April 28, 1876. ap28

HONGKONG.

Chs. J. GAUPP & Co.,

WATCHMAKERS & JEWELLERS,

38, Queen's Road,

NAUTICAL INSTRUMENTS,

CHRONOMETERS,

&c., &c., &c.,

Carefully Repaired, Cleaned and accurately rated under guarantee.

All Repairs in the above line done at reasonable rates and with despatch.

Hongkong, May 1, 1876. tf.

IN CONSEQUENCE OF THE REDUC-

TION OF THE PRICE OF THE

"SHANGHAI COURIER AND

CHINA GAZETTE,"

IT WILL BE THE

CHEAPEST DAILY PAPER IN CHINA

and as a large

INCREASE OF CIRCULATION

MAY BE CONFIDENTLY ANTICIPATED, THE

ADVANTAGE TO

ADVERTISERS

IS OBVIOUS.

F. KRUPP'S CAST STEEL WORKS,

ESSEN (Germany.)

Sole Agent for China,

F. PHIL, HONGKONG, SHANGHAI, COLOMBO

(Germany.)

LOONG SHING & Co.,

DEALERS IN ANCIENT

CHINESE CURIOSITIES

AND

HOUSEHOLD FURNITURE,

No. 34, Wellington Street,

HONGKONG. [au24]

AH YON,

SHIPS' COMPTON AND

STEVEDORE,

No. 57, Praya West.

SHIPPING SUPPLIED WITH ALL KINDS OF

COAL, WATER, BALLAST, FRESH

PROVISIONS & OILMAN'S

STORES

Of the best quality and at the shortest notice.

Hongkong, May 1, 1876.

AFONG,

PHOTOGRAPHER,

by appointment, to

H. E. SIR ARTHUR KENNEDY,

GOVERNOR OF HONGKONG;

and to

H. I. H. THE GRAND DUKE ALEXIS

OF RUSSIA,

Wyndham Street, formerly ATHLETIC CLUB,

HAS on hand the Largest and Best

collection of Views, &c., of Amoy,

Formosa and all the different Chinese Ports.

Also, a large assortment of Photographic

Albums, Frames, Writing Cases, Pens and

many other ornamental and useful articles

too numerous to mention.

Hongkong, May 15, 1876.

NOTICE.

SAILMAKING DEPARTMENT.

DURING the Temporary Absence of our

Mr W. DOLAN, this DEPART-

MENT will be CARRIED ON as hereto-

fore, under the Superintendence of Ex-

perienced FOREMEN, who have acted in

this capacity under Mr Dolan for 18 years.

Intimations.

CLERK WANTED.

WANTED Immediately for Canton, A YOUNG MAN, who writes a good hand and Copies correctly. Apply with references, and stating Salary expected, to "C. G." care of the Office of this Paper. Hongkong, June 24, 1876.

CHINESE INSURANCE COMPANY LIMITED.

NOTICE.

THE Transfer BOOKS of this Company will be CLOSED from the 20th to the 30th Instant, both days inclusive.

By Order of the Board of Directors, OLYPHANT & Co., General Agents. Hongkong, June 13, 1876. je30

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on account of whom it may concern, on

TUESDAY,

the 27th June, 1876, at Noon, at his

Office, Marine House, Queen's Road,—

The Steamer

"PAW TUXET"

of Boston, Massachusetts, 280 MT Tons

Registered Burden; with a Battery con-

sisting of

2 Brass 24lb. Howitzers.

2 20lb. Rifled Parrotts.

1 30lb. Rifled Parrotts.

Sundry Shot and Shell for above Battery.

The above Vessel was purchased of the

United States Government, and is Re-

gistered at Boston. Register No. 177,

dated 18th September, 1867.

TERMS OF SALE.—One half of the pur-

chase money to be paid on the fall of the

hammer, and the balance on completion

of transfer, the expenses of which to be

paid by the purchaser. All lots, with

all faults and errors of description, to be

at purchaser's risk on the fall of the

hammer.

For further Particulars apply to the

United States Consulate at Hongkong;

the Trustees of the Estate of AUGUSTINE

HEARD & Co., Queen's Road; or to the

Undersigned, where inventories may be

seen.

W. KERFOOT HUGHES,

Auctioneer.

Hongkong, June 15, 1876. je27

PUBLIC AUCTION.

THE Undersigned will sell by Public

Auction, on

SATURDAY,

the 1st day of July, 1876, at 2 p.m.,

on Board, by Order of the SPANISH

Consul,—

(For account of the concerned.)

The Spanish Brig

"DORA,"

of 322 Tons or thereabouts, as she now

lies in this Harbour.

Further Particulars or Inventory may

be obtained on application at the Spanish

Consulate or to the Undersigned.

TERMS OF SALE.—Cash on the fall of

the hammer. The Vessel to be at the

purchaser's risk on the fall of the

hammer.

J. M. ARMSTRONG,

Auctioneer.

Hongkong, June 23, 1876. jyl

PUBLIC AUCTION.

LANE, CRAWFORD & Co. have

received instructions to sell by

Public Auction, unless previously dis-

posed of by Private Contract:—

Auctions.

FURNITURE SALE.

LANE, CRAWFORD & Co. have received instructions from the Executors of the late Captain L. YOUNG to sell by Public Auction, on

WEDNESDAY,

the 28th June, 1876, at 2 o'clock p.m.,

at No. 4, Peel Street,—

Sundry Household FURNITURE,

consisting of: Damask Covered Chairs

and Couches, Centre Tables, Engravings,

Gas Lamps, Side Tables, Sideboard,

Whatnots, Crockery and Glassware, Iron

and Brass Bedsteads, Wardrobes, Toilet

Glasses, Dressing Tables, &c., &c., &c.

A FULL-SIZED THURSTON'S

BILLIARD TABLE, with Balls, and

Cue, &c.

Catalogues will be issued, and the

Furniture will be on view the day pre-

vious to the Sale.

TERMS OF SALE.—Cash before delivery

in Mexican Dollars, weighed at 7.1.7.

All lots, with all faults and errors of

description, at Purchaser's risk on the fall

of the hammer.

Hongkong, June 21, 1876. je28

TAKASIMA COLLIERY.

JARDINE, MATHEWSON & Co., Agents.

FOR SALE, Large Takasima Coal, at \$8

per ton; ex Godown. Small Takasima

Coal, \$6 per ton, ex Godown.

Apply to

T. G. GLOVER,

No. 7, Queen's Road

SUPPLEMENT
TO THE
CHINA MAIL.

HONGKONG, MONDAY, 26TH JUNE, 1876.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked *h.*, near the Kowloon shore *k.*, and those in the body of the Shipping or midway between each shore are marked *c.*, in conjunction with the figures denoting the sections.

- Section.
1. From Green Island to the Gas Works.
 2. From Gas Works to the Novelty Iron Works.
 3. From Novelty Iron Works to the Harbour Master's Office.
 4. From Harbour Master's to the P. and O. Co.'s Office.
 5. From P. and O. Co.'s Office to Peddar's Wharf.
 6. From Peddar's Wharf to the Naval Yard.
 7. From Naval Yard to the Pier.
 8. From Pier to East Point.

Vessel's Name.	Section.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers								
Adria	3 <i>h.</i>	Breeze	Brit. str.	781	June 10	Gibb, Livingston & Co	Y'hama & S. Feisco	1st prox.
Belgie	4 <i>h.</i>	Metcalfe	Brit. str.	2652	June 18	O. & O. S. S. Co.	Singapore & London	27th, 4 p.m.
Bendish	4 <i>h.</i>	Buchanan	Brit. str.	999	June 3	Jardine, Matheson & Co.		
Calabar	5 <i>c.</i>	Enochson	Brit. str.	872	June 19	Chinese		
Cheops	4 <i>c.</i>	Dryden	Brit. str.	983	May 18	Adamson, Bell & Co.	S'apore and Penang	
China	5 <i>c.</i>	Henninga	Ger. str.	783	June 26	Siemssen & Co.	Canton	To-day
Crocus	3 <i>h.</i>	Joy	Brit. str.	1298	June 10	Jardine, Matheson & Co.		
Duna	4 <i>c.</i>	Thomson	Brit. str.	859	June 4	Gilman & Co.		
Glamis Castle	4 <i>c.</i>	Dickie	Brit. str.	1539	May 13	Adamson, Bell & Co.		
Java	5 <i>c.</i>	Colarda	Dut. str.	886	June 9	Eduard Schellhass & Co.		Ab'deen Dock
Killarney	5 <i>c.</i>	O'Neill	Brit. str.	1066	June 25	Captain		
Lord of the Isles	2 <i>c.</i>	Cowie	Brit. str.	1846	June 24	Russell & Co.		
Madagascar	4 <i>c.</i>	Timin	Ger. str.	884	June 23	Siemssen & Co.	Bangkok	
Mikado	3 <i>h.</i>	Moore	Brit. str.	3030	May 26	Gilman & Co.		
Namoa	3 <i>h.</i>	Westoby	Brit. str.	862	June 23	Douglas Lapraik & Co.	Coast Ports	27th, noon
Ningpo	5 <i>c.</i>	Cass	Brit. str.	761	June 24	Siemssen & Co.	Shanghai	To-day
Orissa	5 <i>c.</i>	Reeves	Brit. str.	1119	June 16	P. & O. S. N. Co.		
Pardo	4 <i>c.</i>	Power	Brit. str.	763	June 4	Landstein & Co.	Saigon	23th inst.
Passy	...	Lopez	Span. str.	117	May 7	Remedios & Co.		
Pawtuxet	4 <i>h.</i>	Hyde	Amer. str.	280	June 18	Aug. Heard & Co.		Laid up
Fernambuco	5 <i>c.</i>	Reynier	Brit. str.	643	June 10	Melchers & Co.	Saigon	To-day
Tanais	...	Coles	Fch. str.	1723	June 19	Messageries Maritimes	Yokohama	Mails
Thales	...	Maurier	Brit. str.	820	June 3	Douglas Lapraik & Co.		K'loong Dock
Thibgalla	4 <i>h.</i>	Maurier	Dan. str.	1577	June 16	Wm. Pustan & Co.		
Yottung	2 <i>h.</i>	...	Brit. str.	324	June 9	Kwok Acheong		Repairing
Zamboanga	4 <i>c.</i>	Arechavala	Span. str.	651	June 26	Remedios & Co.	Amoy	To-morrow
Sailing Vessels								
Alexander McNeil	3 <i>c.</i>	Pattice	Amer. sh.	1090	June 19	Messageries Maritimes		
Alphington	2 <i>c.</i>	Cunningham	Brit. bge.	323	June 19	Arnhold, Karberg & Co.		
Alva	4 <i>c.</i>	Souza	Port. sh.	631	June 21	Brandao & Co.		
Anna Bella	4 <i>h.</i>	Stephen	Brit. bge.	334	June 14	Borneo Co.		
Anna Dorothea	3 <i>c.</i>	Schutt	Ger. bge.	330	June 8	Wm. Pustan & Co.		
Anna Hauswedell	4 <i>h.</i>	Schröder	Ger. 3m. sc.	362	June 16	Eduard Schellhass & Co.	San Francisco	
Annie Fish	3 <i>c.</i>	Hiffes	Amer. sh.	1496	April 23	Russell & Co.		
Bonito	4 <i>h.</i>	Wesenberg	Ger. bge.	397	June 21	Siemssen & Co.		
Brema	3 <i>h.</i>	Timpe	Ger. bge.	380	June 26	Wieler & Co.		
Caldow	3 <i>h.</i>	Walter	Brit. bge.	482	June 5	Arnhold, Karberg & Co.	London	
Carl	4 <i>c.</i>	Thomson	Ger. bg.	215	June 18	Arnhold, Karberg & Co.		
Catherine Marden	4 <i>c.</i>	Marden	Brit. 3m. sc.	287	June 19	H. Kier		
Celestial Queen	1 <i>c.</i>	Watt	Brit. sh.	843	June 6	Borneo Company	Manila	
Charlie Palmer	1 <i>c.</i>	Mackintosh	Brit. bge.	567	June 22	Sing Yuen		
Cheng Soon	2 <i>h.</i>	Cheng Sang	Siam. sch.	200	April 30	Chinese		
Christian	3 <i>c.</i>	Stebr	Ger. bge.	281	June 7	Eduard Schellhass & Co.		
Christina A. P.	3 <i>c.</i>	Federico	Amer. sch.	176	Jan. 8	Order		
Cingalee	4 <i>h.</i>	Anton	Brit. bge.	339	June 18	Chinese		
Comet	4 <i>c.</i>	Bray	Amer. sh.	1187	April 23	Russell & Co.	San Francisco	
Commissary	3 <i>h.</i>	Hunter	Brit. sh.	900	April 23	Vogel, Hagedorn & Co.	London	
Corinne	3 <i>c.</i>	Gormau	Brit. bge.	395	June 16	Wieler & Co.		
Cotherstone	2 <i>c.</i>	Laurenson	Brit. bge.	373	June 19	Order		
Deutschland	3 <i>c.</i>	Tilmann	Ger. bge.	269	May 18	Arnhold, Karberg & Co.	Haiphong	
Dora	...	Luzarango	Span. bg.	322	May 13	H. Kier		Repairing
E. M. Young	3 <i>h.</i>	McMichen	Brit. bge.	345	June 24	Chinese		
Emma	3 <i>c.</i>	Gran	Ger. bge.	340	May 21	Wm. Pustan & Co.	Amoy	To-day
Fabius	1 <i>h.</i>	Stolza	Siam. sh.	635	June 26	Kin-tye-loong		
Fasan	2 <i>h.</i>	Sandberg	Norw. bge.	290	May 28	Vogel, Hagedorn & Co.	Manila	
Fetisch	4 <i>h.</i>	Grieff	Ger. bge.	441	June 4	Eduard Schellhass & Co.		
Formosa	4 <i>h.</i>	Schweer	Brit. 3m. sc.	282	June 16	Melchers & Co.		
Georgina	...	Romney	Brit. bge.	315	June 24	Chinese		
Gesiena	4 <i>h.</i>	Mulder	Dut. sch.	480	June 19	Eduard Schellhass & Co.		
Hammonia	3 <i>c.</i>	Weller	Ger. bge.	393	June 13	Siemssen & Co.	Swatow	To-day
Hongkong	2 <i>h.</i>	Freudenberg	Siam. sh.	636	June 4	Mow Wah		
Humboldt	4 <i>h.</i>	Stoll	Ger. bge.	330	June 2	Eduard Schellhass & Co.		
Hylton Castle	4 <i>h.</i>	Scott	Brit. bge.	547	June 17	Order		
Jacqueline y Anna	4 <i>c.</i>	Man	Amer. sch.	40	May 27	C. P. Holcomb		
Johann Carl	3 <i>h.</i>	Gutsmuths	Ger. bge.	387	June 19	Wm. Pustan & Co.		
Kaisow	4 <i>c.</i>	Gadd	Brit. sh.	795	June 19	Melchers & Co.	Foochow	
Kate Tatham	4 <i>h.</i>	Mackersey	Brit. bge.	275	May 12	Carlowitz & Co.		
Kermalo	3 <i>c.</i>	Rouille	Fch. bge.	237	June 7	Order		
Lord of the Isles	2 <i>c.</i>	Watt	Brit. 3m. sc.	317	June 25	Vogel, Hagedorn & Co.		
Manila II.	4 <i>h.</i>	Günner	Ger. bge.	515	June 17	Siemssen & Co.		
Marla	1 <i>c.</i>	Hoyle	Brit. sch.	165	June 26	Turner & Co.		
Martha Brokelmann	3 <i>c.</i>	Kluth	Ger. bge.	486	June 4	Siemssen & Co.		
Miss Kilmansegg	1 <i>h.</i>	Finlayson	Brit. bg.	223	June 15	Jardine, Matheson & Co.		
Montego	4 <i>h.</i>	Griffiths	Brit. bge.	316	June 17	Russell & Co.	New York	
Nearclius	4 <i>c.</i>	Pierce	Amer. sh.	1287	June 6	Messageries Maritimes		
Nestor	4 <i>c.</i>	Guquel	Fch. sh.	789	June 18	Melchers & Co.		
Notre D. Auxiliatrice	3 <i>h.</i>	Jagoret	Fch. bge.	532	June 15	F. Degener		
Onward	2 <i>h.</i>	Stimson	Brit. bge.	564	June 5	Rozario & Co.	London	
Otton	2 <i>c.</i>	Tonnesen	Ger. 3m. sc.	190	June 24	Order		
Peiho	3 <i>h.</i>	Christiansen	Ger. bge.	250	June 22	Arnhold, Karberg & Co.	Chefoo	
Philip Fitz Patrick	3 <i>c.</i>	Phelan	Amer. bge.	682	June 17	Vogel, Hagedorn & Co.	San Francisco	
Rebecca	...	Bundgaard	Ger. bge.	408	May 23	Wm. Pustan & Co.		Cor'tan Dock
Rob Roy	3 <i>c.</i>	Brown	Brit. bg.	290	June 16	Order		
San Lorenzo	2 <i>h.</i>	Pico	Span. bg.	220	May 14	Remedios & Co.	Manila	
Scotland	4 <i>c.</i>	Holcomb	Amer. sch.	78	May 27	Captain		
Sophie	3 <i>c.</i>	Jones	Brit. bge.	477	June 5	Olyphant & Co.		
Syringa	4 <i>h.</i>	Partridge	Brit. sch.	242	June 19	Siemssen & Co.	New York	
Ta Lee	3 <i>c.</i>	Hoffmann	Ger. bge.	342	June 10	Siemssen & Co.		
Teresa	2 <i>c.</i>	Cabada	Span. bge.	251	June 19	Siemssen & Co.		
Thoon Kramom	2 <i>h.</i>	Vorrath	Siam. bge.	474	June 18	Siemssen & Co.	Manila	
Victory	4 <i>h.</i>	Whiting	Brit. bg.	255	May 22	Landstein & Co.		
Villa de Ravadavia	4 <i>c.</i>	Camus	Span. bg.	261	June 7	Brandao & Co.		
Vinder	2 <i>c.</i>	Parkhouse	Brit. bge.	290	May 3	Russell & Co.	Melbourne & Sydney	
Viscount Trep	2 <i>c.</i>	Dührogon	Siam. bge.	488	June 25	Siemssen & Co.		
Willard Mudgett	3 <i>c.</i>	Dickey	Amer. bge.	875	May 15	Wing Wo Yuen	Honolulu	
William Turner	3 <i>c.</i>	Vandervord	Brit. bge.	431	June 17	Carlowitz & Co.		
Zoroya	3 <i>h.</i>	Scarlett	Brit. bge.	383	May 13	Gilman & Co.		
WHAMPOA								
Charité		Hervé	Fch. bge.	255	June 20	Carlowitz & Co.	Tientsin	
Chas. C. Leary		Stephen	Amer. bge.	644	June 23	Vogel, Hagedorn & Co.	New York	
Kronprinzessen		Hamm	Dan. bge.	344	June 23	Eduard Schellhass & Co.		
Marie Alfred		Ledero	Fch. bge.	309	June 22	Landstein & Co.		
Vesta		Dika	Ger. bge.	302	June 5	Melchers & Co.	Tientsin	
CANTON								
Chinkiang		Hogg	Brit. str.	780	June 22	Siemssen & Co.	Shanghai	

Men-of-war in Hongkong Harbour.

Vessel's Name.	Anchor- age.	Flag.	Class.	Tons.	Guns.	H. P.	Date of Arrival.	Commander.
Ariadne	6 <i>c.</i>	German	corvette	1330	6	400	June 24	Kühne
Flamer	7 <i>h.</i>	British	aux. naval hospital	.....	.....	.....	.....	D. M. Insp. Gen. Morgan
Fly	6 <i>h.</i>	British	gun vessel	464	4	120	June 2	John Bruce
Hertha	6 <i>c.</i>	German	corvette	2100	19	400	June 24	Knorr
Hornet	6 <i>h.</i>	British	gun vessel	461	4	120	May 16	Hippisley
Kearsarge	6 <i>c.</i>	American	corvette	638	6	500	April 20	F. V. McNair
Kestrel	5 <i>h.</i>	British	gun vessel	462	4	100	June 1	C. B. Theobald
Mecanee	6 <i>h.</i>	British	military hospital	2591	.....	.....	.....	Capt. Becker
Mosquito	6 <i>c.</i>	British	gunboat	420	4	60	June 11	R. H. Paul
Victor Emanuel	5 <i>h.</i>	British	Commodore's flag ship	3087	2	.....	.....	Commodore Watson
Vineta	K. Dk.	German	corvette	1800	19	400	May 31	Count Monte

SHANGHAI SHIPPING IN HARBOUR.
June 17, 1876.

MERCHANT STEAMERS.		MERCHANT SAILING VESSELS.	
*Anadyr	French	Shansee	British
Atalanta	German	Swatow	American
Babak	Russian	Szechuen	British
*Chinkiang	British	Szechuen	American
Deception	for London	Taku	British
Flamingo	for London	Thibet	British
Flintshire	British	Tung Ting	Chinese
Fusiyama	American	Adelina Marianne	German barque
Genkal Maru	Japanese	Annie Braginton	British barque
Genoa	British	Ariel	British barque
Hiroshima Maru	Japanese	Black Adder	for London
Honan	American	Ceres	for New York
Karo	for London, &c.	Coldstream	British barque
Klangse	American	Condor	German brig
Nanking	American	Diamant	German barque
		Duqart Bay	British ship
		Ellen	British barque
		Ellen Browne	British barque
		Gleam	British barque
		Hermann	German barque
		Jumna	British brig
		Juno	German barque
		Lady Elizabeth	British barque
		Lily	Spanish schooner
		M. A. Dixon	British ship
		Maid of Judah	British barque
		Marie	German barque
		Mary Blair	British barque
		Minatitan	British brig
		Rachel	British barque
		Rifleman	British barque
		Rita	Spanish barque
		Rose	British schooner
		St. Joseph	French barque
		St. Thomas	Swedish barque
		Undine	for London
		Windhover	for London

* Since left port, or arrived at Hongkong.

unforeseen, which he did not anticipate, happened, he would be ready to go on next Monday.

It was then settled that the case would come on next Monday.

The Attorney General in opening the case for the prosecution, said it was now his duty to lay the facts of the case before the Court, and it was his duty to charge the prisoners with having caused the death of a Chinese passenger through the culpable negligence of their duty. The law did not require that the carriers should exercise that care which would ensure absolute safety to the persons whom they carried, but it did require that ordinary care should be taken so as to save passengers from any injury which human foresight could prevent. In a case of this kind, it was different to that of an action for damages for injury sustained, because in an action for damages, it was necessary only to prove that the defects in the machinery did exist. But in a prosecution for manslaughter, it was necessary to prove that not only the defects existed but that the persons in charge ought to have known that the defects existed; and if he was not, it was culpable negligence on his part. If a man knew that the steam-engine was defective and yet he employed it, he would probably have to answer for a charge of murder if any one was killed through it. But if defects existed, and it was the duty of the man in charge to have known it, he would be guilty of manslaughter, and this was the class of case now before the Court.

The facts of the case were briefly these. On the morning of the 6th of May the steamer *Kinshan* left the wharf at 8 o'clock as usual for Canton. About 20 minutes past eight, when a short distance from here, an explosion of the superheater took place, and there was a great rush of steam and smoke, so that nothing could be seen for a time. At the time of the explosion, the deceased was seated at the place where Chinese passengers generally were. He was in his usual health and intended to go to Canton. But after the accident he was found lying under a hatch stone dead. His face and other parts of his body showed signs of scald.

The first question for the jury to decide was whether the death was caused from explosion. Probably they would be told that the deceased died from a fall, but he (the learned A. G.) would tell them that if he fell when the steam from the boiler was the same as if his death was occasioned by the explosion. The explosion was caused by the bursting of a plate of the super-heater, the lower portion of the funnel or the upper part of the boiler. He then explained the construction of the super-heater. It was the upper plate of the inner casing that gave way and caused the explosion. Had it been the outer casing that burst, the consequence might have been still more serious and would have probably affected the safety of the vessel. If the engineers knew that the plate was reduced to such a condition of thinness and yet continued to put on the same pressure of steam, they would be directly responsible. The question here was whether they ought not to have known that the plate was so thin and to have reported to their superiors. If the jurors decided that they ought to have known, he would then say that the consequence might, their duty was to find them guilty of manslaughter. The plate was not very thick and had been in use for some three years, and some few months ago it had been thought necessary to put on a patch. The effect of further use reduced the plate to the thickness of $\frac{1}{4}$ of an inch, while the pressure of 25 lbs was more than the plate could bear. It was of the utmost importance to the public that passenger-carriers should exercise the greatest care for the safety of the passengers they carried, and it was necessary, therefore, for the jury to form a correct notion of the duties of an engineer. It appeared that the *Kinshan* ran every day in the week between here and Canton and that only a few hours on Sunday formed the only intervals during which the boilers could be examined. The Attorney General would ask, if a proper examination was made, whether the defect could not have been detected. The engineers of the steamer kept a book in which the pressure of steam, the number of revolutions and the time occupied in the voyage, were entered. Some months ago another steamer in competition to the *Kinshan* began to run, and instructions were given to the engineers to put on a greater pressure, and this of course increased the wear and tear of the machinery. On a day in March the pressure was materially reduced. It was to be seen that on the 27th of March the pressure of steam was reduced from 25 lbs. to 16 lbs. It was, however, raised on the return voyage to 25 or 26 lbs. We found that on the reduced pressure, the *Kinshan* got to Canton first. This was a fatal fact. The instructions they received were to beat the *Kinshan* if they could do so with safety. If it was then necessary to reduce the pressure in March, how much more was it so to have made a proper examination of the vessel? In the month of March, the second defendant was acting Chief Engineer, but on the 17th April, he handed over charge to the first prisoner who had been on leave, and since then the latter had been directly responsible for the engines, while the 2nd was more particularly responsible for the boilers, but it was his duty to control his subordinate. The Attorney General, apprehending that neither the witnesses nor the prisoners themselves would say that the plate was so thin as it could bear a pressure of 25 lbs. He did not think that they knew the state of the plate, or else they would not have been in the engine-room themselves. But the question here was reduced to a very small compass "ought they not to have known?" If they had made a proper examination, they could not have failed to discover the weak state of the plate. After some further remarks the A. G. said that this accident had necessitated the *Kinshan* to go into dock, and it was found that the corresponding plate of the other super-heater was in the same state.

Evidence was then called. Leo Ayow was examined.—I am the owner of a cargo boat. On the 15th May last, I was a passenger on board the *Kinshan* to go to Canton. I went together with a man named Wong Ahow. We left the wharf at 8 a.m. I and my friend were sitting on the fore-part of the hatch-way, which was open at first but was shut when the steamer started. We were sitting at about 10 to 20 feet, from where the fire was. Wong Ahow was sitting by my side, near to the fire. We were on the main-deck, a place where all the passengers were. After we left the wharf a short distance, about half-an-hour after starting, an explosion was heard. At once the deck was filled with black smoke; it came from the lower part of the funnel. The smoke was

so thick that nothing could be seen, it was choking and blinding the passengers. All the passengers ran forward. I and my friend also ran. Wong Ahow ran before me, but I missed him. We ran forward to the fore-peak. We did so to avoid the smoke; there was a ladder there going up to the upper deck. The smoke was so thick that nothing could be seen. I reached the upper deck. I missed Wong Ahow at the time of the rush. When the smoke was clear I looked for Wong Ahow and found him. I found him dead below the hatch in the fore-peak. This was not the place for passengers to be in. This was half-an-hour after the explosion. The *Kinshan* then came alongside and took the passengers off the *Kinshan*. I accompanied the body to the Hospital and saw Dr. Wharry who took charge of the body.

The witness was not cross-examined. Dr. Wharry, Superintendent of the Civil Hospital, was examined as to the cause of death. He was of opinion that death resulted from the shock occasioned by the scald. No other body was brought in on that day, the 6th May.

This witness was also not cross-examined. Inspector Grimes was called to prove the removal of the body of the deceased from the *Kinshan* to the Hospital.

Not cross-examined. Captain G. U. Sands, marine superintendent of the Hongkong, Canton and Macao Steamboat Company, limited, was called. The Company owns a steamer called the *Kinshan*, a British steamer. The 1st defendant is the chief engineer and the 2nd defendant is the 2nd engineer of the *Kinshan*. The 1st prisoner has been in the service of the Company since its formation. Some time last year he went on leave, and only resumed his duties in the *Kinshan* April last. The 2nd prisoner acted for him while he was away. The 2nd has also been in the service of the Company since its formation—October 1866. During the time the 2nd prisoner was chief engineer, on board Charles Nembert was 2nd engineer. The *Kinshan* is an American built with a walking beam engine. She was put together at Whampoa. The Chinese passengers were on the main deck; above that is called the promenade deck, the latter part of which is also devoted to Chinese passengers. Above this deck is called the hurricane deck. Two gangways lead down to the main-deck and one ladder to the fore-part. When the accident took place, the steam and smoke passed down the funnel through the super-heater into the fire-room, thence it dispersed throughout the main-deck fore and aft. (Plan of construction of boiler put in). I examined the boilers on the 7th May; I did not do so on the 6th because they were too hot. I found the upper plates inside the super-heater broken. The super-heater has an inner and outer casing and is entirely independent of the funnel. A plate of the inner casing had exploded. That upper plate had been in that position since the formation of the boilers about three years before the explosion. I am a professional engineer. The plates of the super-heater are more subject to wear and tear than any other part of the boilers. The average duration of boilers is about ten years. The duration of the super-heater depends entirely on the action of the steam. Steam wastes on the action. I have every reason to believe that the plate in Court was the plate which had burst. Its original shape was a curve and it had a fracture of about one foot long diagonally. The piece of iron produced was the fractured part. The broken plate was flattened out to get a new plate. The thickness of the broken piece was about $\frac{1}{4}$ of an inch; its original was $\frac{3}{4}$ of an inch. The plate was fractured at 25 lbs. steam. The state of that part could be ascertained by examination sounding it with a hammer. It is the duty of the engineers on board the *Kinshan* to examine the boilers.

The Attorney General: State in detail what were the duties of the prisoners in reference to the boilers. Mr. Kingsmill objected on the ground that witness must first bring to the knowledge of the prisoners what those duties were. The Court suggested that witness might be asked what were the duties of the engineers on board other ships. "Witness.—As a rule, men of their profession know what their duties were. The chief engineer has entire control of the department, he is responsible both for the working of the engines and boilers. He has to examine every part of the machinery. It is usual to make the examination from Monday to Sunday; that is the rule in force. The second engineer's duty is specially to look after the boilers. He goes inside on Sundays and examines with a hammer or piece of iron or chisel. If he sees anything requiring extra attention, he calls the chief engineer's attention to it. I am nearly every day on the wharf when the steamer leaves the wharf. If a defect is discovered, it is the chief engineer's duty to report it to me if it is very serious; if not serious no report will be made to me. I have no remembrance of the particular patch in the burst plate being put on; there had been a patch put on just below the fracture. The patch was on the seam of the plate. It had been hammered out when the plate was straightened in order to take the size of the plate. The patch is entirely invisible now. The patch was put on because the steam had eaten the iron away. It was put on to strengthen the plate. The patch was about 8 or 10 inches below the fracture. The thickness of the iron under the patch was about an eighth of an inch. The presence of the patch increases the deterioration of this plate; it depends on how the patch was put on. I am not aware of any report of that patch having been made to me. No report of that patch was made to me as to the plate being in any way dangerous. If a patch was necessary, the engineers would mention to me that a patch was requisite. I made no note of such reports. With regard to the particular patch, they might have reported it to me, but I don't remember. If anything dangerous was discovered, a written report was sent to the office by the engineers and the Captain. No report as to the super-heater had been made to me. No report of the boilers had been made to me either. It was by my direction that the steamer was carrying a pressure of 25 lbs. I would not have given such a direction had I known the state of the plates. I was not aware that the iron in that particular locality was so thin. The exact thickness of the iron could have been discovered by boring a hole in the plate. It is not always usual to test boilers by boring a hole; it is examined usually by hammering, which is almost as good a test. If one is not certain of the state of the iron

by its sound, a hole ought to have been bored. It is the special duty of the assistant Engineer to make the examination.

The Attorney General: Would a proper examination of that plate have disclosed the state of that plate?

Mr. Kingsmill objected to the word "proper" being used; this was one of the questions for the jury to decide.

The Chief Justice said this was a question of skill.

Mr. Kingsmill said if it was confined to skill, he would not object.

The question was remodelled.

Witness.—If a proper examination had been made the previous Sunday, it would have disclosed the state of that plate. But then a man might not have discovered it by sound; one man's hearing is different to that of another. In this particular part of the super-heater, he had to take a lamp with him. He might or might not have sounded the particular place; it was impossible for a man to examine the boilers all over in one Sunday; the examination is made from Sunday to Sunday. He would not have time to examine all the parts on one Sunday. The boilers were cooled down on Saturday night. The engineers usually go into the boilers at 8 o'clock on Sunday morning. It was sufficiently cool for them to go in one hour or two before. Sometimes they had gone in at 4 o'clock, but they could not get into the super-heaters at that hour. It would take two days to examine the boiler properly. A proper examination by hydraulic pressure could be only made by the steamer being laid up. The steamer had been running steadily for three years.

The Attorney General asked what was the state of the other super-heater.

Mr. Kingsmill objected because it had no bearing on the case.

Objection upheld.

Witness.—The *Kinshan*, the opposition boat, was put on the line some eight months ago. The pressure was then increased. I told them to carry from 27 to 30 lbs. We had been running previously on from 21 to 22 lbs. The engineer's log-book produced gives the average, but the presumption is that the maximum never reached over 25. Orders were given subsequently not to allow a pressure of over 25 lbs.

The Chief Justice observed that the average was a very different thing from the maximum. How did the witness know that the pressure did not reach over 25?

Witness said the engineers had their orders. On the 24th and 25th March the pressure was 25 lbs. Mr. Lang appears first on 17th April. When he returned I gave the usual precautions to him to take care of the boilers. After looking through the boilers, he said as far as he could see they were in good condition. We had no occasion to hurry on account of the *Kinshan*, as we could get to Canton quickly enough on 22 to 25 lbs. of steam. Captain Cary who was in command is now on his way to America; he was examined before the Magistrate, and he went home on medical certificate. Mr. Morton was chief officer; he will be down about four o'clock.

The Attorney General said he would put in the depositions of Captain Cary.

The Chief Justice asked if the A. G. was to call Mr. Cary. He thought the Court had been treated very disrespectfully, and it was advisable to teach some people their duty. He had no right to leave the Colony without communicating with the Court.

On being called, without eliciting any response, the Chief Justice said he forfeited his recognisance.

The A. G. submitted that Mr. Cary did not exactly go away without communicating with anyone; he informed the Crown Solicitor.

Mr. Kingsmill added that, when acting for his learned friend the A. G., he was notified that Mr. Cary was compelled to leave, and that it was a matter of life or death.

Dr. Young having deposed to the state of Mr. Cary's health, his Lordship observed that the Government could exercise its discretion in the matter. It was remarkable that Mr. Cary said nothing at the time he entered into his recognisance; it misled the Magistrate.

A conversational discussion then ensued upon the A. G. asking for leave to have the deposition of Mr. Cary read. Mr. Kingsmill objected, as it would interfere with his cross-examination of Captain Sands. The A. G. said he did not wish the deposition read now; he only asked for leave. His Lordship, after making a suggestion, admitted that he could not understand what they meant.

At this stage the Court adjourned.

When the Court resumed, Capt. Sands was cross-examined by Mr. Kingsmill. The 1st prisoner has been all the time on board the *Kinshan*, but the 2nd prisoner has been two or three times only; the last time was for about ten months. They were both very good officers; both are competent men. The width between the inner plate and outer plate is about 15 or 18 inches. The super-heater is about 18 feet high and is set on top. When the steamer returned to harbour after the accident, she arrived here about 4 p.m. I was brought up an engineer and am owner of the Novelty Iron Works. Under ordinary circumstances, the duration of super-heaters in comparison with boilers is about six months. I have known super-heaters to keep good for 12 months and have seen them run on for 4 or 5 years. It depends very much on the construction of the boiler. If the heat passes through tubes, the action of the heat is less on the super-heaters. Sometimes the action of wasting away of the iron depends on the quality of the iron, sometimes on the pressure of the steam; sometimes the fibres of the iron assume different aspects in the thickness of the plate between skin and skin. It may happen when the outer fibre is eaten away the action of the steam plays upon a different kind of fibre, and might come upon a third kind of fibre. As soon as the outer skin of the iron is broken, and the iron is of imperfect manufacture—it may be of loose grain—then the deterioration sets in much more rapidly. I mean by responsible that the engineers are responsible to their employers. It is the duty of the chief engineer to examine every part of the machinery. The *Kinshan* was 250 nominal horse-power, but usually worked 800 horse-power. She had two boilers, and a super-heater to each boiler. The superficial area of the inner lining of the super-heater is 200 feet; the outer lining is double that. When deterioration sets in at the edge of a plate, it can be seen. If that plate had become deteriorated when the piece of patch was put on, it would have been seen and patched. The patch had been put on about 6 or 6 months ago. When a test by hydraulic pressure is carried on, it extends

to every part of the boiler. Sunday was the day in which the engineers made the examination. I have seen them at the examinations at 9 o'clock in the morning and 8 or 9 o'clock at night. On the 27th March, we were burning Takasima coal on experiment. We burnt Sydney coal on the *Kinshan*; it is known as "co-operative" coal. Takasima coal wouldn't burn, and I don't think more than 16 lbs. pressure could have been got from that coal. On the 28th, we resumed burning the "co-operative." One man sounding a plate might pronounce it fit to go on perfectly safe for six weeks, while another man might say "I'll put on a patch next Sunday." I am the marine and engineers' superintendent of the Company. I would sometimes make an examination myself. I have done so to the *Kinshan*, about eight months ago. The boilers of the *Kinshan* had been surveyed three months ago for the purpose of insurance. Mr. Green, the superintending engineer of the P. & O. Company, made the survey. He sent in a report which was forwarded to London. He passed them. There had been no accident to the *Kinshan* during the whole time she was in charge of the 1st prisoner. The boilers were made at the Novelty Iron works, but I had no connection with that establishment then. One portion of the plate is almost as good now as when it was first put on, while another part is worthless. This might have been caused by some latent defect in the iron.

Re-examined.—A latent defect would be very bad if discovered by a stroke of the hammer.

The A. G. having elicited that hydraulic pressure and pressure of steam acted equally as test throughout, asked how it happened that the two ends were so differently affected.

Mr. Kingsmill objected; but his objection was overruled and then withdrawn.

Witness replied that the damage was caused by the action of the steam or latent defect of the plate. A stop-valve was put in about a third down the boiler, and in all reason there ought to have been from its position an equal action on the plate, and no accident. The greater part of the deterioration has taken place since the patch was put on; if the patch had been so thin then, it would have been remedied also, though. No man would have risked his life with a plate like that.

By the Court.—Mr. Lang examined the boiler on the first two Sundays after his arrival in April. I could not say how long he was in the boiler. I do not know how long he was in on the occasions in question. There has not been so minute an examination (occupying two days) as I have before said was necessary for two consecutive days; that could not be done unless the steamer were laid up. So far as practicable this was done. The chief engineer had given me satisfactory reports of the condition of the boiler. If the engineer had sounded that particular plate on the Sunday previous to the accident, he must have discovered the defect. It is possible that this part of the plate might have been missed. The officers on board know of the printed regulations of the Company, although none have been issued quite lately. If they did not know the regulations, it was my fault.

The Chief Justice said that witness had stated some engineers might have sounded the plate and said it would stand for six weeks, while others would advise immediate repairs: Was this the condition of safety in which the public were as to steamers?

Witness thought it would be found to be the general routine of business on board of steamers.

The Engineers' Log Book was put in, to show that the pressure was 25 lbs. on the day the accident took place; and a plan was also put in indicating the place where the fracture of the superheater occurred.

The deposition of Capt. Cary was then read.

Mr. Henry Morton, Chief officer of the *White Cloud*, was called.—I was Chief officer of the *Kinshan*, on the 6th May. The steamer was going on that morning from 10 to 12 knots, her usual speed.

This witness was not cross-examined.

Mr. David Robb, R.N., acting inspector of Machinery of H. M. Naval Yard in this Colony, was called.—I saw the plate at the Coroner's inquest. That plate is barely $\frac{3}{4}$ of an inch thick; the thinnest part is $\frac{1}{4}$ of an inch thick. The thinnest part was underneath where the patch was. The part where the explosion took place was a trifle thicker. I have been 28 years in the navy in the engineering department the whole time. I was first attached to Woolwich as a journeyman engineer. The boiler plate in Court was not safe for any pressure whatever. It might be used for a very limited time at a much reduced pressure, not beyond 10 lbs. There was nothing in the position of the superheater to prevent the plate being examined. An examination of the superheater would have disclosed the true state of the plate. The state of the plate was caused by the chemical action of the water. There is acid in the water.

The Court was then adjourned till tomorrow at 10 a.m. when Mr. Robb will be cross-examined. Mr. Kingsmill intimated that he will not call witnesses for the defence, and the case is likely therefore to finish to-morrow.

The prisoners were liberated on the security of Capt. Sands to appear again to-morrow.

CORRESPONDENCE.

To the Editor of the "CHINA MAIL."

Hongkong, June 24th, 1876.

Sir.—Your correspondent "Nerves" has drawn attention to the nuisance experienced by the frequent ding-donging of the R. C. Cathedral's bells, which cannot be very agreeable to nervous people. It is at any rate a day nuisance, and does not go so far as to interfere with one's night-rest. Some people like the ding-donging of bells, but nobody dislikes music. There is, however, a time and limit for everything. When a plane is kept going almost throughout the day in the very midst of mercantile firms, which mental faculties are fully occupied on the wheels of business; so that music is as much a nuisance as the ringing of the bells to some.

I wish I could have stopped here. Jovial gatherings at not a mile from the Clock Tower appear to have become the order of the night now-a-days, and they are kept up until past midnight. Neighbours suffer by this, whose comfort and night-rest appear to be treated by the jovialists by tact and emphatic rejoinders, of "makeas." But as I said above, everything has a limit, and

the nocturnal nuisance, to which I refer. I avail myself of this opportunity to warn those to whom my remarks point, that it is fast approaching the stage that will necessitate action on the part of the suffering neighbours.

Add to this almost unprecedentedly hot June the want of night-rest to those who cannot afford to spend the working hours of the day by playing on guitar or piano, but to sweat at the desk and make an honest penny; and you have what appears very inconsiderate and reprehensible.

Yours faithfully, E. E. E.

[Neighbours of different tastes ought to be mutually considerate. We know nothing of the real facts here hinted at; but would suggest a perusal of an article on our sixth page of last Saturday's issue.—Ed. C. M.]

Swatow.

Swatow, June 21, 1876.

Arrivals during the past week.—June 15. Fel Ho, from Takao, May Queen, from Newchwang, Benedicta from Amoy, Rajah from wreck of Japan, Salacia, from Newchwang, and Estepona, from Saigon; 16, Tientain, from Hongkong, Douglas, from Coast, Hedwig, from Newchwang, Gesine Brons, from Chefoo, and Charley, from Newchwang; 17, Andrea, from Newchwang, and Yesso, from Hongkong; 18, Charlotte Andrews, from Bangkok; 19, Leonor, from Hongkong, Esmeralda, from Amoy, and Norna, from Hongkong; 20, Chefoo, from Shanghai via Amoy, Ashuelot, from Amoy, from Hongkong; 21, Columbian and Willis, from Hongkong.

Departures during the past week.—June 16, Douglas, for Hongkong, Boochow, for Shanghai via Amoy, and Felho for Oatzen; 17, Rajah, for wreck Japan, Norden, for Nagasaki, Yesso, for Coast Ports, and Yung Oling, for Shanghai; 18, Carliabrooke, for Singapore; 19, Leonor, for Amoy via Tamsui, and Esmeralda, for Hongkong; 20, Olympia and Tientain, for Shanghai, and Androklos, for Tientain; 21, Samos and Jessie McDonald, for Chefoo, and Norna, for Hongkong.

Chartered Effected during the past week.—Samos, Amer. sch., 8,300 piculs, Chefoo to Swatow, 16 cents per picul, 17 lay days; Jessie McDonald, Brit. sch., 7,000 piculs, Chefoo to Swatow, 16 cents per picul, 17 lay days; Willie, Brit. sch., 6,000 piculs, to Chefoo and back, 20 cents per picul, 26 lay days; Salacia, Brit. bgo., 10,000 piculs, Newchwang to Swatow, 18 cents per picul, 17 lay days.

Vessels in Port June 21st, 1876.—Afoune, Br. bgo., laid up, Albatros, Ger. bgo., for Tientain, Armida, Swed. schtr., Andrea, Ger. bgo., Bridgetown, Br. bgo., for Tientain, Charley, Br. bgo., Charlotte Andrews, Br. bgo., Columbian, Br. str., Chefoo, Br. str., for Shanghai, Frolich, Ger. bgo., for Tientain, Hedwig, Swed. bgo., Beusena, Ger. schtr., May Queen, Br. bgo., Salacia, Br. bgo., for Newchwang, Tsk. 1, Ger. bgo., for Tientain, Wanderming Minstral, Br. bgo., Willie, Br. schtr., for Chefoo.

Foochow.

Ting's PROCLAMATION.

A letter dated 16th inst. says:—No rain this morning, and the weather is fine. My servant observed the following proclamation being posted about, and I ordered him to take a copy for your information. Rumour says there is a probability of a recurrence of the disaster within three days, but I do not attach much credence to it, and I sincerely hope that the prophecy will not be fulfilled.

The following is a translation of the Proclamation issued by H. E. Ting, given in short simple verses so that even the most illiterate would understand it when read out to him, and it is likely to be more impressed on his mind when recited in this form:—

Proclamation issued by Governor Ting. The Province of Fokien suffers suddenly this great calamity.

Floods having risen to the height of over ten feet;

Walls of houses were everywhere swept away, or else fell down.

And even though there had been human assistance at hand, it would have been of no avail.

Of the dead there are no coffins to cover them up;

Of the living there are no houses for them to live in.

Oh, my people! what fault have you to merit this?

The sight is indeed painful to the eye and to the feelings.

It is I who am remiss in duty,—who have involved you in a state of misery and homelessness.

When the water shall have receded, you all ought to return to your homes early.

In order to maintain by strenuous efforts your households.

Do not be alarmed of robbers,

For there are soldiers and brave who pool day and night to protect you.

Do not be sorrowful for fear of hunger, for grain will be served out morning and evening to relieve you.

A large fleet of steamers have gone to bring rice here.

And will all arrive in a few days.

Oh, my people! Do not be over-sorrowful! Your misery will be of but short duration.

In a twinkling of the eye, you will see a plentiful year.

When the super-abundance can be made to supply the previous deficiency.

I issue this proclamation, earnestly beseeching you

And while writing it, I cannot help shedding tears.

Saigon.

The heat during the last fifteen days has been stifling. The rains which had commenced have ceased suddenly. Advice from the interior say that the rice-plants are much needing water, and if they are not shortly inundated the next crops will suffer. We also learn that the actual temperature has caused much sickness among the troops; the hospital is full of sick, most of them suffering from dysentery. Sun-strokes are also to be feared at the present time; we regret to have to report two cases which have taken place recently, both of them having fatal results—one of them is that of a foreign captain, Mr. Overgaw, commander of the Dutch vessel *Strada*, and the other that of a brigadier of police, who hung himself in a moment of mental derangement caused by a sun-stroke.

On Monday, the 2nd instant, the authors of the horrid crime committed on board the *Pelican*, on the night of the 24th March last, suffered the sentence which condemned them to despatch. The Government cannot be

too highly praised for the measures taken to preserve order and security on the morning of the execution. A scaffold had been raised in the middle of the bridge facing the market of Cholon. Long before the time of execution the neighbourhood of the place was occupied by thousands of persons, Chinese, Indians, and Annamites, many Europeans being also present at the spectacle. At half-past six precisely the *tonton* was heard, announcing the arrival of the condemned, who were in the middle of a company of *mattas*, each having a chain on his neck. They were brought on to the scaffold where they were placed on their knees. The Chinese, Atai, the chief of these wretches, was placed in the middle a little apart from the others; their chains were loosed, and the neck of each shaved. A detachment of marine infantry occupied the head of the bridge with fixed bayonets, in the market was a detachment of mounted gendarmes, and the *mattas* were ranged on each side of the bridge. All the windows and balconies of the houses were occupied by spectators. A quarter to seven the chief executioner and his assistant drew from their cases the instruments of death, which they carried on their backs, the eyes of two of the condemned were bandaged, one saw a flash, heard a blow, and two bleeding heads rolled on the scaffold covered with sawdust. A few seconds later two more heads joined the first. Atai, the chief of the assassins, was the last, and he submitted stoically, refusing to have his eyes bandaged. His head, like the four others, was separated from the trunk by a single blow. The executioner took it by the hair and held it up to be seen by the assembly. Two of the criminals who had been converted had each a bier, on which their bodies were placed after the execution, while the three others were simply thrown into a cart and taken away.—*Indpendant de Saigon.*

Manila.

We have files of Manila papers up to 21st instant.

From *Pampanga*, we learn that a fearful thunder-storm visited that province on the 29th ultimo, causing much destruction to property. One man was killed and another wounded by an electric discharge. From *Laguna*, dates are to the 10th inst., the police had an encounter with a band of robbers on the 2nd inst., after a severe struggle the latter decamped, leaving behind one dead. From *Pangasinan*, we hear that the aspect of the rain is very satisfactory, should the weather continue dry a good outcome is anticipated. The robbers have given much trouble to the police.

From *Cebu* the Governor reports under date of 24th inst.: Dense clouds of locusts have visited this province. Measures have been taken for their destruction, however great apprehensions are felt for the safety of the crop, which is now in a flourishing state.

The same plague has visited *Antique*. The people murdered in great number and to the enemies; rocks, iron-rocks and bonfires were resorted to to frighten the insects and direct their flight to the ocean. In one district 15 canaves full of locusts were gathered, and in 3 others 347, 39 and 120 canaves respectively were collected.

Abay was also infested by locusts, and incalculable mischief has been done to the crop.

In *Iloilo*, 16 canaves full of locusts were caught. A gang of robbers set fire to a house in the district of Zaragoza, and then left for the jungle, taking with them 25 buffaloes and 2 women belonging to the village. Several other depredations are reported as having been perpetrated by this daring gang.

There is no news from *Manila*. Intense heat with some showers of rain at intervals were the order of the day. The feast of *Corpus Christi* was celebrated with great pomp. All the authorities civil and military have been invited to attend the procession.

While noticing the load-line regulation lately applied to all British vessels, one of the Manila papers (*El Comercio*) suggests that the same obligation should be put upon all Spanish vessels, so as to put an end to certain abuses which endanger the sea-faring people.

A gold mine was lately discovered by one Vicente Pangiban in the province of Camarines Norte.

It is stated from *Iloilo* that a brigantine named *Riqueza*, with about 2000 piculs of sugar, was wrecked in the coast of Antique, but no lives were lost. The price of sugar is slightly altered in consequence.

Chinese Imperial 8 per cent. Loan of 1874.

Notice is hereby given, that in conformity with the stipulation contained in the Bonds of this Loan, the following Numbers of Bonds to be paid off at par, in Hongkong on the 30th of June, and in London, on the 19th of August next, when the Interest thereon will cease to be payable, were this day Drawn at the Offices of the HONGKONG AND SHANGHAI BANKING CORPORATION, situate No. 31, Lombard Street, London, in the presence of GEORGE HENRY BURNETT, Accountant of the said Corporation and of the undersigned Notary.

NUMBERS OF BONDS DRAWN.

942 Bonds Nos.:-

4	5	10	28	30	40	48	59	60	73
74	79	81	94	100	111	116	120	121	130
135	161	152	160	161	178	180	185	192	198
201	216	219	222	226	232	243	259	260	267
268	273	289	296	300	310	313	319	325	333
334	347	352	358	366	369	375	391	397	398
410	413	414	424	425	428	442	463	469	467
469	480	489	497	500	501	508	519	523	529
538	549	550	560	566	569	571	582	597	600
603	618	619	622	636	638	652	654	659	664
676	680	684	691	693	718	715	720	729	734
738	746	752	758	761	766	774	782	784	788
801	815	810	821	826	833	841	842	847	868
871	877	882	889	893	903	912	913	926	934
938	941	953	954	961	970	978	981	988	994
1006	1011	1016	1029	1033	1036	1058	1059	1060	1064
1074	1075	1088	1093	1095	1112	1116	1120	1132	1136
1140	1150	1155	1156	1176	1177	1180	1187	1188	1192
1212	1214	1217	1230	1232	1235	1242	1244	1254	1270
1271	1270	1287	1292	1298	1302	1310	1316	1326	1330
1339	1345	1350	1353	1365	1371	1378	1383	1393	1394
1403	1404	1410	1421	1428	1436	1447	1448	1459	1463
1464	1477	1481	1482	1499	1511	1514	1519	1526	1528
1538	1542	1545	1560	1566	1578	1580	1582	1593	1594
1607	1615	1620	1631	1632	1638	1654	1657	1659	1662
1683	1684	1690	1691	1693	1701	1702	1708	1721	1731
1739	1743	1744	1756	1764	1772	1778	1783	1785	1793
1810	1813	1816	1828	1833	1838	1847	1852	1856	1865
1872	1875	1887	1890	1896	1902	1913	1916	1932	1933
1939	1943	1949	1957	1962	1963	1968	1985	1996	1999
2003	2007	2008	2021	2028	2037	2041	2057	2059	2074
2076	2079	2083	2086	2093	2108	2114	2119	2122	2129
2135	2143	2156	2158	2161	2163	2170	2194	2195	2200
2203	2206	2209	2230	2231	2240	2250	2255	2260	2269
2274	2280	2288	2297	2298	2318	2319	2320	2325	2330
2339	2353	2355	2359	2373	2375	2376	2388	2387	2399
2402	2406	2413	2429	2430	2435	2446	2461	2468	2466
2473	2480	2486	2497	2498	2507	2512	2515	2523	2532
2536	2542	2552	2555	2563	2569	2573	2581	2589	2599
2614	2615	2616	2636	2639	2640	2646	2652	2654	2664
2665	2678	2682	2684	2700	2702	2710	2716	2723	2724
2725	2741	2747	2760	2764	2768	2777	2793	2796	2800
2807	2808	2810	2821	2822	2832	2842	2847	2853	2871
2876	2877	2881	2888	2891	2896	2915	2917	2922	2932
2940	2956	2957	2959	2963	2978	2979	2986	2991	2995
3003	3013	3020	3023	3028	3038	3044	3047	3057	3066
3075	3080	3081	3090	3091	3102	3103	3108	3126	3128
3140	3156	3158	3159	3167	3179	3180	3181	3188	3200
3209	3210	3211	3221	3236	3238	3247	3248	3249	3273
3279	3286	3294	3297	3298	3303	3306	3308	3323	3328
3330	3345	3350	3350	3358	3369	3374	3381	3394	3397
3402	3406	3408	3430	3435	3436	3444	3447	3460	3461
3470	3471	3481	3487	3488	3501	3502	3512	3522	3524
3532	3548	3553	3553	3552	3564	3574	3581	3589	3600
3605	3607	3609	3627	3632	3636	3643	3649	3655	3663
3669	3677	3683	3684	3689	3701	3704	3716	3724	3732
3736	3742	3743	3747	3761	3762	3770	3789	3795	3796
3803	3808	3814	3832	3834	3839	3848	3859	3860	3864
3877	3871	3883	3885	3900	3903	3904	3905	3921	3932
3940	3946	3947	3948	3978	3979	3980	3984	3992	3999
4008	4016	4020	4024	4025	4031	4041	4051	4057	4066
4067	4075	4081	4089	4096	4101	4115	4118	4128	4129
4135	4141	4150	4151	4167	4176	4180	4188	4192	4193
4201	4208	4211	4223	4232	4233	4241	4253	4255	4268
4274	4280	4291	4292	4295	4304	4311	4312	4324	4328
4338	4341	4347	4358	4366	4376	4377	4381	4382	4396
4405	4408	4408	4436	4439	4440	4447	4448	4455	4469
4470	4471	4484	4491	4499	4502	4504	4505	4521	4527
4532	4541	4542	4557	4563	4571	4579	4581	4582	4600
4605	4618	4620	4625	4626	4630	4643	4644	4647	4662
4666	4667	4682	4683	4697	4710	4711	4720	4721	4728
4740	4745	4768	4749	4764	4770	4775	4782	4793	4800
4806	4811	4818	4834	4836	4837	4844	4846	4857	4869
4870	4875	4895	4899	4900	4907	4907	4913	4929	4934
4936	4942	4948	4959	4970	4971	4976	4985	4987	4993
5004	5007	5013	5025	5027	5029	5051	5055	5059	5065
5066	5079	5085	5085	5094	5113	5114	5115	5129	5133
5135	5141	5145	5145	5175	5176	5179	5184	5185	5198
5205	5210	5212	5229	5231	5232	5241	5251	5255	5274
5275	5280	5291	5295	5299	5303	5314	5319	5321	5324
5336	5345	5350	5353	5359	5373	5377	5385	5399	5400
5405	5413	5416	5423	5436	5440	5448	5452	5459	5466
5473	5479	5495	5498	5500	5503	5509	5520	5521	5532
5538	5541	5542	5559	5562	5570	5576	5583	5585	5589
5607	5608	5615	5627	5629	5634	5645	5648	5655	5663
5664	5669	5689	5694	5700	5701	5703	5707	5727	5728
5736	5741	5747	5756	5761	5762	5763	5768	5792	5794
5806	5806	5813	5824	5834	5836	5847	5848	5850	5853
5875	5878	5884	5886	5886	5894	5897	5899	5930	5936
5939	5945	5949	5949	5959	5963	5964	5962	5964	5968
6013	6014	6016	6021	6028	6037	6042	6049	6049	6062
6068	6078	6080	6081	6100	6107	6114	6119	6123	6124
6125	6142	6144	6145	6155	6174	6160	6161	6162	6163
6211	6219	6220	6229	6232	6244	6250	6251	6262	6263
6274	6275								

For £100 Sterling each.

£94,260

For the HONGKONG AND SHANGHAI BANKING CORPORATION.

Countersigned,

W. W. VENN, Junior,

Notary Public,

2-Pope's Head Alley, Cornhill, E.C.

GEO. H. BURNETT,

Accountant.

LONDON, 24th April, 1876.

Mails.



STEAM FOR
Singapore, Penang, Foint de Galle,
Aden, Suva, Malta, Brindisi,
Ancona, Venice, Mediter-
ranean Ports, Southampton
and London;
Also,
Bombay, Madras, Calcutta and
Australia.

THE PANAMA AND OCEANIC STEAM
NAVIGATION COMPANY'S Steamship
THIBET, Captain EASTLEY, with Her
Majesty's Mails, Passengers, Specie,
and Cargo, will leave this for the above
places, on SATURDAY, the 1st July,
at Noon.

CARGO will be received on board until
5 P.M.; SPECIE and PARCELS at the
Office until 2 P.M. on the 30th Instant.
For particulars regarding Freight and
Passage, apply at the P. & O. S. N. Co.'s
Office, Hongkong.

CONTENTS AND VALUE OF PACKAGES

ARE REQUIRED.

A written declaration of the Contents and
Value of the Packages for the Overland Route
is required by the Egyptian Government, and
must be delivered by the Shippers to the Com-
pany's Agents with the Bills of Lading, or
with Parcels; and the Company do not hold
themselves responsible for any detention or
prejudice which may happen from incorrect-
ness on such declaration.

Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.

THE P. & O. S. N. Co. reserve the
option of forwarding all Goods shipped
by their Steamers for Europe through
Egypt, either by Rail, or by Canal in their
own Steamers, or in vessels employed for
the purpose.

A. MOIVER, Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, June 22, 1876. jyl

Occidental & Oriental Steam-
Ship Company.

TAKING THROUGH CARGO AND
PASSENGERS FOR THE UNITED
STATES AND EUROPE,
IN CONNECTION WITH THE
CENTRAL
and
UNION PACIFIC AND CONNECTING
RAILROAD COMPANIES
AND
ATLANTIC STEAMERS.

THE S. S. "BELLIC" will be de-
parted for San Francisco, via Yoko-
hama, on SATURDAY, the 1st July,
at 3 p.m., taking Cargo and Passengers
for Japan, the United States and Europe.
Connection is made at Yokohama, with
Steamers from Shanghai.

Freight will be received on Board until
4 p.m. of 30th Instant. Parcel Packages
will be received at the Office until 5 p.m.
same day; all Parcel Packages should be
marked to address in full; value of same
is required.

Return Passage Tickets available for 6
months are issued at a reduction of 20 per
cent. on regular rates.

For further information as to Freight
or Passage, apply to the Agency of the
Company, No. 16, Praya Central.

G. B. EMORY, Agent.

Hongkong, June 1, 1876. jyl

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer "CHINA"
will be despatched for San Fran-
cisco, via Yokohama, on SATURDAY,
the 17th July, 1876, at 3 p.m., taking
Passengers, and Freight, for Japan, the
United States, and Europe.

Through Passenger Tickets and Bills
of Lading are issued for transportation to
Yokohama and other Japan Ports, to San
Francisco, to ports in Mexico, Central and
South America, and to New York and
Europe via OVERLAND RAILWAYS.

A Steamer of the Mitsui Bussan S. S. Com-
pany will leave Shanghai, via the Inland Sea
Ports, about same date, and make close
connection at Yokohama.

At New York, Passengers have selection
of various lines of Steamers to England,
France and Germany.

Freight will be received on board until
4 p.m. 14th Proximo. Parcel Packages
will be received at the office until 5 p.m.
same day; all Parcel Packages should be
marked to address in full; value of same
is required.

For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 16, Praya Central.

G. B. EMORY, Agent.

Hongkong, June 16, 1876. jyl

For Sale.

FOR SALE.

WM. CHILLINGWORTH & SON'S
OWN SHERRIES AND PORTS.

R. P. ALEXANDER & CO.'S PORT.

Base's ALE, in Quarts and Pints.

Wm. Younger & Co.'s Edinburgh
STRONG ALE, in Hogsheads.

W. H. NOTLEY.

Hongkong, June 9, 1876. jyl

DUO DE MONTEBELLO CARTE

BRANCHE CHAMPAGNE.

Quarts, \$15 per case (1 dozen.)